HONOLULU: WEDNESDAY, OCT. 25, 1871.





iel C. Waterman, late Concul for Chile in this Kingdom, the undersigned has designated Cornelius S. Bartow, Esquire, to perform the duties of Chilian Consul until the pleasure of the Chillaz Government shall be made known.

CHARLES C. HARRIS. Minister for Foreign Affairs.

Foreign Office. Honolulu, Det. 24, 1871

On the nomination of the Board of Education, Mr. I. R. Muffitt Stoney has been appointed an Agent to Island of Oaks, in place of Mr. L. L. Naill; and California, were made to the amount of Nr. E. H. Regers in the same capacity, for the Island £200,000, and the presence of these purof Moleksl, in place of S. Kupikes and S. Paulo, FERD. W. HUTCHISON, Minister of Interior.

Interior Office, Oct. 24th, 1871. LIST OF TAX COLLECTORS FOR 1871.

ore for the year 1871:	
	DAHU.
Honolain	Geo. H. Luce
Ewa and Waishes	John D. Holt
Walalta	W. C. Lane
Kontentint	
Kocianpeko	John K. Wilder
	AAUI.
Labelta	L. Abolo
Wallske	H. Kuihelani
Makawao	
Hann	T. Lyons
	D. Kacpeahina
H	AWAII.
Hill	G. W. Akao Hapai
Hamakus	S. C. Wiltse
N. Kehnla.	Jas. Woods
S. Kobala	
	J. G. Hospili
S. Kons	C. F. Hart
Kan	L. E. Swain
Puna	S. B. Puamana
	ATTAL
Hanalei	A. S. Wileox
Anabola	S. Kamabalo
Liling	W. O. Smith

Fixance Orrice, August 15, 1871. Minister of Finance. Supreme Court, A. D. 1871.

Kelos

Waimea.

Namat ..

.. J. K. Smith.

G. B. Rowell.

J. Mott Swiff,

Amended Rules of Court, and additional Rules of Court made at a Term of the Supreme Court, begun and holden at Honolulu this second day of October, A. D. 1571, at the first day of said tern Rule vit is hereby amended by striking out Its

RULE XXVI is hereby repealed. The following rules are hereby made and adopted,

RULB XXXIV: In all cases of appeal the Magistrate or Clerk of Court shall forward to the Appellate Court the costs, which, on acquittal, reversal of judgment, or entry of a noile prosequi, shall be re-

RULE axv: In all commitments to execution of sentence, the printed forms of mittimus furnished by the Clerk of this Court shall be used.

funded to the defendant.

providing justice for his inspection.

Marshal and each Magistrate with a copy of the 34th and 25th rales, and each Circuit Justice with a copy

(Signed) ELISHA, H. ALLEN, Chief Justice, ALTRED S HARTWELL, Associate Justice.

WALTER R. SEAL, Clerk of the Supreme Court.

of Koolauloa, Island of Oahn, in place of Mr. I. L. on her. Nallic and Mr. J. R. Williams, in the same capacity, for the districts of Ews and Waianae, Island of Cahu, in place of Mr. S. W. Mahelona, By order of the Board of Education,

W. JAS. SMITH, Secretery.

The Australian Line.

We learn from Sydney, by the Nebrasks, that the steamer City of Adelaide, which was expected here, had not left ference is composed of representatives of Loveland, of the Reindeer, Nye, of the Eugenia, all the Governments of Australia and New rapidly proved, the most popular and quickest route—that to England, via San taken and picked up in crossing the Anadir Sea. perience of the past year, that the route fall, not seeing any whales and finding large quantican be kept open and developed only by ties of ice. subsidies; that until fairly established, The whole fleet now engaged in catching walrus; the losses that must accrue to the owners these were very sby and scarce in comparison to of the steamers, must be of greater magof the steamers, must be of greater mag-nitude than private parties are likely to of fog in Jane and July, while they were walrusface. Both the Webb and Hall lines have ing, and also large bodies of ice. The east shore lost heavily; and in the case of the Hall being unapproachable until the very last of July. line, to as great an extent as those inter- The latter part of July they had some strong winds ested in it-all of them Colonists-are willing to go, and hence their present po- Cape. The ice began to disappear from the cast sition—that they will abandon the route shore south of Cape Lisburne; the fleet pushed on unless sufficient subsidies are guaranteed to eastward, the main body of ice being in about by the Colonial Government.

By a late arrangement, the Webb line have so far modified their contract with New Zealand as to have their steamers, and some of them anchored, not being able to proafter touching at Auckland, proceed to ceed any farther on account of the ice lying on Sydney and Melbourne, thus giving a direct and through line from San Francisco to Melbourne. This route is one, it direct and through line from San Francisco to Melbourne. This route is one, it
spens to us, that all the Colonies may way and passed the sheals, and in a few days the

On the 6th of August the wind moderated and the
ice species to us, that all the Colonies may way and passed the sheals, and in a few days the

Do the 6th of August the wind moderated and the
ice species to us, that all the Colonies may way and passed the sheals, and in a few days the
beld by the Masters, the painful fact having forced him, Captain Hopken states that a bark ran

SCHOOL for a limited number of
Nine or ten days before the steamer rescued Hall, as soon as there are sufficient Populs. Apply
beld by the Masters, the painful fact having forced him, Captain Hopken states that a bark ran

SCHOOL for a limited number of
Nine or ten days before the steamer rescued him, Captain Hopken states that a bark ran

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accommodation that can be secured from weather was good, and they worked to northeast as save the lives of their eress they would have to and then squared away without sending off a bout necommodation that can be secured from as Wainwright Inlet; here they found whales, abandon their ships. None but those similarly situated on board, of whom there were then eight living. doubtless be strongly urged upon the DIRECTOR OF THE GOVERNMENT PRESS other Colonies by New Zealand.

The P. & O. line is valuable to the colonists only as a mail carrier. The number of colonial passengers arriving and departing by these steamers, annually, does not reach 300 persons, while they carry no cargo at all. The great bulk of travel between England and the Colonies, as well as the goods carried, is by sailing vessels. It is expected that a large proportion of these passengers can be secured Notice. In consequence of the decease of Dan- for the quicker Pacific route steamers; while also, more or less, cargo will offer through the increased trade with California. Over one thousand passengers have been carried during the past year, and another point that will be pressed upon the Conference is the increase of direct trade. Within a few days previous to as the advantages made manifest by the The following persons are appointed Tax Collect- experiment of the past year, there is no doubt but the Colonies, through the Conkept open; but which line they will support is as yet uncertain. We notice that the New York Chamber of Commerce has had under consideration the proposition to memorialize Congress for a subsidy to the Webb line, and that the Dacotah is being made ready to take her place on the route. She will leave New York in January next for Sydney. We cannot believe that the terminal countries of this route will allow of its being abandoned, since the experiment-though at great losses and sacrifices on the part of those who have for the past twelve or eighteen months kept it open-has demonstrated its great public advantage and utility to their trade and people, and we shall be greatly surprised if Congress, at its session now at hand, still refuses to grant its proportion of the subsidy required to maintain this steam communication.

THE VERY LATEST FROM THE ARCTIC FLEET!

Thirty. Three Ships Lost!

1,200 Shipwrecked Seamen!

By the arrival this morning of the Hawaiian | were taken on board the other ships, and cared whaling bark Arctic, Captain Tripp, we are in receipt of truly disheartening news from the whaling fleet lately cruising in the Arctic Response of the state of t ing fleet lately cruising in the Arctic Ocean. The became narrower every day, and no possible RULE EXXVI: The Circuit Justice, shall observe greater portion of the fleet, numbering over thirty the Probate Rules prescribed by this Court, and at vessels, has been caught in the ice, and hopelessly each Circuit Term shall exhibit their records to the croshed or held fast so that they had to be abandoned. Fortunately, the weather was such that | was crushed between the heavy floe and the And it is ordered that the Clerks do farnish the all the crews were safely got on board the vessels all the which were outside the pack, although in some instances, the utmost expedition had to be used to Witness our hands and seal of the Supreme Court, save life. In the case of the Roman, as described at Honolulu, this second day of October, A. D., to us by one of her company, the sight must have ship on each side, and lifted her up bodily, keel out. Relaxing its grip for an instant, the ship settled between the icy jaws of the floe, when coming together again, she was crushed like an eggshell, into atoms, and as the spasmodic relaxation again occurred, she disappeared, leaving not Mn. I. B. Mosserr Stoner has been appointed by a vestige of the lately noble vessel in sight, fortythe Board of Education, School Agent for the district five minutes from the time the ice first closed up-

> It is an open question as to whether any of these ships will be found on the return of spring, in a condition to be saved. It was considered probable that in the first northerly gale, they would all be destroyed by the moving heavy ice. Besides, the natives, who are numerous in the neighborhood, would, without delay, strip them

of everything moveable. For the following circumstantial and highly interesting account of this great disaster, the effects port, and that Hall's line has been with- of which will be severely felt in the homes and drawn from the route for the present, or business circles of the East, as well as here and pending the decision of the Conference in San Francisco, we are indebted to Captains now in session in Melbourne, in reference Tripp, of the Arctic, Kelley of the Gay Head, to postal and other matters. This Con. Allen, of the Minerca, Bliven, of the Eliz. Sheift,

and Newbury, of the Paica. About the 1st of May, 1871, the whaleships began Zealand, and it has been called for the to arrive at the ice south of Cape Thaddeus. They purpose of arriving at some common found plenty of ice, and closely packed so that they ground for the support and maintenance made but little headway to the north. The wind of postal communications. Hitherto each New strong from the northeast most of the month of Colony has noted independently, and has May. About the 1st of June the ice opened some fitted out under the command of Capt. Fraser, to paper, with the date of the wreck and names of advocated and supported the steam-lines and let the ships up in sight of Cape Navarine. Here five or one wholes were taken; a good many which most directly accommodated, or if were heard spouting amongst the heavy ice, but established would most directly benefit they seen left. The fore part of June, the winds itself. Hence the new, and as it is being were light and variable with a good deal of fog. Francisco-has been left to struggle along By the time the ships got to Cape Bhering and unassisted, except by New Zealand, until Plover Bay the whales had all passed through the it is evident that one or both of them straits. The bark Oriole was stove and put into must be abandoned unless the Colonists Piover Bay to try and repair. The fleet passed can arrive at some unity of action in the through Bhering Straits between the 18th and 30th of June, some of them taking on board the crew of matter. It is very evident from the ex-

former seasons, the boats frequently going 15 or 20 from S. E. and N. E. This broke up the walrus catching, and the fleet now pushed to N. E. for lev the Lat of 69 ° 10' or 15'; they followed the ice into the east shore ; they found a clear strip of water running to N. E. along the land. In this clear water, they worked up to within a few miles of Icy Cape

very heavy and closely packed, a great many were at this painful conclusion, and to winter was utterly. The bark came so near that persons could be lost. Still the prospect looked very favorable, and impossible, as their provisions would not last one- seen moving about on her deck. Those on the hopes were entertained of making a large season's third of the winter, which is nine months in duraand setting the ice on shore. The wind was from lay in the open sea exposed to every storm, the the departure of the Nebrasku from They had a great deal of fog at times, clearing off death awaited them should they be obliged to stay; Sydney, purchases of wool for the New for a short time. All this time the ships were lying accordingly, boats were loaded with such provissary for so doing) and tow the blubber to the ships, never could have got them in the clear water south ! ference, will come to some agreement of and hardship in sleeping not on the cold shore and came in sight of the ships they found considerable united support, so that the route may be among the ies. On the 25th August it blow a strong difficulty in getting off to them, as the boats were northeast gale, and the see opened and went off loaded deep and the sea rugged. The bark Arctle shore. On the 27th had good weather, whales were Midas and Progress, lost each an anchor in trying to The rest retreated in shore ahead of the ice.

> having got caught while cutting a whale. She ice and land : drifted helplessly with the ice as far as Sea Horse slands, and was there caught between two heavy floes of ice, one of the floes was aground, and an immense floe of several miles in extent came against her from off shore, crushing her like an eggshell in 45 minutes. She sank head foremost leaving her mizzenmast and per stern out of water, the ice having held her up until it separated. The Captain, officers and crew escaping over the ice with the boats, and not saving scarcely anything, except the clothes they had on. The crew were received on board the other ships. On the 2d Sept. the brig Comet was crushed in the heavy ice; her crew chance to get out. Still no one thought there would be any difficulty of getting out the first N. the other ships. As day after day passed and no signs of the ice opening, the masters of the ships became anxious about the loss of time, as the seaopen water, all the way from Point Belcher to 2 or 3 miles south of Wainwright Inlet. During all this time, every one was anxiously expecting a N. E. gale, but instead the wind continued from S. E. to V. W., always light from S. E., and fresh from S.

was apparent to every one, and as the season was gone, and her mile flying from the foremast in advancing, there was great danger of being frozen rags. in, as the ice was making dally in the open strip of On reaching the wrack, the steamer stopped. water. Notice was now given, and a meeting was and Captain Bennett sent off a best to ascertain held by all the masters. In order to concert some whether any persons were on board, and if none, ound it impossible to escape from their dangerous situation. It was decided to lighten the brig Kohola, and try to get her over the bar at Wainwright Inlet, on which there was 5 or 6 test of water. This was done. She was hauled alongside the Charlotte of San Francisco, and her oil and stores landed on ber deck, and she was then found to draw 9 feet of water. However, she was taken down the coast in the narrow strip of open water, close to the beach. and an attempt made to get her over the shoat am I saved?" He was lifted into the boat, and their kindness and attention during the time I passed water. This they found to be impossible, as she drew too much water, and this was given up. At with him being a small canvas bug containing a their kludness in subscribing so liberally for my the same time an expedition of three boats was nautical almanae, and a vial inclosing a sheet of benefit. go down the coast until they came to the open sea. and then to try and find any of the ships which might have got out of the ice, or kept out, as it was known there were seven vessels to the south. This was deemed expedient, as they were afraid that they would leave the east shore and go to the westward, and so remain in Ignorance of the situaing the barks and ships Arctic, Progress, Midas, July 3, the same date of the solar eclipse. Soor Lagoda, Chance, Daniel Webster, and Europa, and after midnight, when the cyclone was at its the Captains of these vessels at once expressed height, she was thrown on her beam-ends, and their willingness to stay and wait for the crews of found to be rapidly filling, and in order to prevent the distressed ships, as long as their anchors would a total loss of the vessel and her company, her hold them. Still boping the ice would open and mainmast was cut away, and she righted up. No let them out, in the meantime, Capt Redfield of the time was allowed to save any provisions or clothbrig Victoria tried to get his gessel of over the ing from the cabin, and the crew were obliged to bar by lightning her, but without succeeding. On retreat to the foretop to prevent being washed the night of the 9th of Sept., the weather was calm. and the clear water around the ships from over, and it was with great difficulty that a whale boat could be got through it. The boats had to be cop. days after the disaster. Two half-barrels of pered around the bows to keep the ice from cutting sending provisions by the boats to the south, as the drinking water was all found to be brackish. they were apprehensive that their retreat by the The snimon, tongues, starch, and a few fish caught boats might be cut off, and it might be that they with a hook from time to time, and occasionally would be obliged to travel by land to where the a little rain-water caught in a sail, and always ships were anchored. It being well known among more or less brackish from the salt spray, were every ship's company that there was not provisions all that the ship's company had to subsist on. enough to last over 3 or 4 months at the most. In case the ships escaped from the ice these provisions his men and passengers is a most heart-rendin could be taken on board again, for all hoped against hopes to the last. It was hard to entertain July, none occurred till Sept. 6, when they began any thoughts of leaving their ships, there being no harbor where they could winter, even had they provisions enough to do. And more, they knew

catch. All the ships either anchored or made fast to tion in these latitudes. And then to what purpose got on their knees and waved pieces of salicloth. the heavy ground ice. Whaling was now carried on could it be done, as there was no place of safety for hoping to attract attention. Their feelings as briskly for several days, the boats cruising among the ships; had they been in a harbor some of the open ice, but on the 11th of August a large number crows might have been left to take care of them, and of boats were caught in the ice by the wind shifting, | keep the natives from destroying them. But as they the west, and the ships were obliged to get under- chances were that they would all be destroyed by the one after another died or leaped overboard. The way to keep from being jammed in the ice, and ice. Under these trying circumstances they were bark displayed no flag, and all that Captain H. work in shore under the lee of the ground ice. With forced to come to the conclusion to abandon the can recollect of her appearance was that she had considerable difficulty they succeeded in saving their ships to save their lives, and the colors were ac- a new bright spanker set. Belcher. Boats were kept off whaling every day. off at the last moment, and that time had now ar-They saw and heard plenty of whales among the rived, and as every one regretted leaving their heavy ice, but could not get to them at this time. ships, still there was so alternative. Starvation and to open off the land, as they expected it would by 4 P. M. every ship's company had left, and were nearly 2,000 miles in 109 days. quite plenty, and a number were taken. The ships hold on to take them on board, they were very all got underway, and stood off shore and com- kindly received on board these ships-seven in around the ships. By the strong current running to Europa, which arrived there on the 24th, and sailed the N. E., the large heavy floe ice grounded in the again on the 25th. The distance traversed by the shoal water; inside of this the ships lay, or at least boats after abandoning the ships before reaching the the most of them, and those who did not get in kept ships South of ley Caps, was about 70 miles; the ice working in as they had a chance, to keep from being being in one solid body all the way to lay Cape, stove. At this time it began to snow and they had leaving a narrow strip of clear water along the beach several storms and winds from S. to N. W. Here -the entire distance-but also very shoal. Annexed they were all jummed close together, some not hav- is a list of the names of the abundoned ships and the ing room to swing clear of cuch other. On the 7th of amount of oll each ship had taken up to the time Sept. the bark Roman was crushed by the ice. She they were lost, and as they lay in rotation along the Concordia, 650 barrels; Gay Head, 530 do; George, 300 do; John Wells, 300 do; Massachusetts, 350; J. D. Thompson, 100 sperm and 770 do : Contest. 850 do ; E. Morgan, 150 do ; Champion. 275 sporm and 300 do; Henry Taber, 390 do; E. Swin, 700 do; Florida 550 do; O. Croeker, 200 do; Navy, 289 sporm and 400 do; Reindeer, 800

de; Seneca. 450 do; Fanny. 300 do; Geo. How-land, 500 do; Monticelle, 270 sperm and 630 do; Carlotta, 700 do; Pales. 100 do; Kohola, 150 do; Eugenia, 250 do; Julian, 40 sperm and 200 do; Awashonks, clean; T. Dickason, 550 do; Minerva. 130 do; Wm. Rorch, 200 do; Mary, 300 do; Roman, 650 do; Comet, 30 do. The following are oil taken by each: Arctic, 480 barrels; Progress,

LOSS OF THE Am. BRIG SHELEHOFF! E gale. On the 8th of Sept the bark Awashonks 109 Days Starvation and Suffering. Calabria, Italy: Andrew Larssen, Sweden: Lona

discovered by the wheelman on the steamer son was passing away. They were unwilling to Moses Taylor. The ressel lay directly in the believe that the ice would not go off shore, as in steamer's track, and appeared to be disabled. 19, 1871. We have suffered hard from hunger and been fearfully interesting. The floe caught the all their former experiences it had done at this having but one mast standing, and only her lower time of the year. Nothing would be seen but one topsail set, running before a fresh south-east solid body of ice off shore as far as the eye could wind. On approaching her, it proved to be a see, except the narrow strip in shore which was brig, water-logged, with her mainmast carried from 200 yards to half a mile wide. The ships away, apparently deserted, no persons appearwere lying, some jammed in the ice and some in ing in sight on board. A sail spread over the forecastle, and a tent rigged in the foretop cross-trees, showed that the crew had occupied these places for some time. At every lurch, the San Francisco. No rain. Nothing to eat. sea made a clean breach over the vessel from W. This kept the ice packing together more close. stem to stern. To all appearance it was a wreck | Four dead. Please advertise this in papers. ly every day. The Masters of the ships now be- which had long been water-logged, and her erew came seriously anxious about getting out of this taken off by some passing vessel. Her storn perilous situation. The danger of their situation was broken away, the bulwarks on both sides

> heavily, and the best approached her with some difficulty. She was hourded, however, by the third officer and a seaman from the steamer, who immediately went slott into the foretop, and finding no one, went into the forecastle, where they discovered a weak, empointed man, who exclaimed as he saw them : " Great God Almighty ! taken to the steamer, the only article brought on board the Moses Taylor, and the passengers for the crew and passengers.

It proved to be the American brig Shelehoff. 213 tone register, of San Francisco, bound to Callao with a cargo of lumber. The survivor. was Capt. Luder Hopken, the last of twelve servant, persons on board at the time of the disaster. tion of the rest of the fleet. He succeeded in find. The brig was caught in a cyclone on the night of overboard, as every wave made a clean breach over her. The mate, Mr. Johnson, died first, six salmon, a half-barrel of tongues, and a box of rough the planking. No time was now lost in China starch were fished up out of the hold, but

Capt. Hopken's account of the sufferings of one. After the death of the mate, on the 9th of to become delirious and weak from hunger and thirst, and several died, or jumped overboard in that if the ships did not get out they would either their delirium. Boils and disease, induced by be crushed or driven ashore by the ice the first hunger and salt-water, added to the intensity of

HAWAIIAN GAZETTE combine upon, as affording to each all the west of the fleet were north of Blossom shoals. The itself upon the mind of every one, that in order to down to the week, hove to for a few minutes, weather was rood, and they worked to northeast as were the lives of their every they would have to and they account and they weather was rood, and they worked to northeast as them, may better be imagined than described.

boats by hauling them a long distance over the ice, cordingly set as agreed on at the mast-heads-to Soon after the disaster occurred. Captain H. some of them being badly store by so doing, but notify all the ships companies to get ready to leave set the foresail and jib (the only sails used), and they were all saved finally. The ice kept setting on on the 14th of Sept. The Masters of the distressed rigged the rudder so as to steer the wrack from shore steadily, and the ships kept fleeting into shoal vessels knew if they were caught by the bad weather, the foretop. This was accomplished by running water to avoid being stove, and some of them the chances were that they would never get back the rudder-ropes through a block aft, and then grounded, but were easily got off again. On the again, after being blown off. Thus, although they carrying them forward to the foretop. In this grounded, but were easily go unded, leaving an were ready to stay any length of time by their ships way the brig's course was shaped towards these open strip of water along the land as far as Point as long as they could be sure of a ship to take them islands tolerably correct, without compass or chart. The accident occurred in N. lat. 16 and W. long. 117, about 520 miles south-west of Cape St. Lucas. The wreck was fallen in with in N. lat. 26.40, W. long. 148.52, about 400 miles grant marriage beences for the district of Konlauloa, York and Boston markets, as well as for safely anchored and tied up to the ice, waiting for it lone and clothing as were absolutely necessary, and north-east of Hawaii, showing that they had run

the first strong northeast wind that blew. In the meantime reports were brought of plenty of whales the coast they found the ice much worse than they with 210,000 feet of lumber on board. The deckwith 210,000 feet of lumber on board. The deckchasers has raised the price of wool a being seen off Sea Horse Islands, and several ships penny per pound. In view of the increasing popularity of the route, as well meantime reports were brought of plenty of whales on the ice, (they carrying everything necestrate popularity of the route, as well whales on the ice, (they carrying everything necestrate popularity of the route, as well whales on the ice, (they carrying everything necestrate popularity of the route, as well whales on the ice, (they carrying everything necestrate popularity of the route, as well whales on the ice, (they carrying everything necestrate popularity of the route, as well whales on the ice, (they carrying everything necestrate popularity of the route, as well whales on the ice, (they carrying everything necestrate popularity of the route, as well whales on the ice, (they carrying everything necestrate popularity of the route, as well whales on the ice, (they carrying everything necestrate popularity of the route, as well whales on the ice, (they carrying everything necestrate popularity of the route, as well whales on the ice, (they carrying everything necestrate popularity of the route, as well whales on the ice, (they carrying everything necestrate popularity of the route, as well whales on the ice, (they carrying everything necestrate popularity of the route, as well where the route popularity of the route, as well where the route popularity of the route, as well where the route popularity of the route, as well where the route popularity of the route, as well where the route popularity of the route, as well where the route popularity of the route popularity of the route, as well where the route popularity of the route popularity of the route popularity of the route, as well where the route popularity of the route populari ried away. What remams is probably rendered as there was no chance to get there with the ships. At night they campol on the beach, and at daylight worthless by the worms. The foremast was on account of the ice and shoal water. Four whales on the 10th, they proceeded on their way to Icy loose, and will be carried away in the first gale. were taken in this way, after a great deal of labor Cape; it blew strong from the south, and when they So that the vessel and cargo may be set down as

Bennett, of the Moses Taylor, for sending a boat from the steamer to examine the wreck. which, to all appearance, was abandoned, and menced whaling, every one thinking the ice was go- number as before mentioned. The boats were cut when nine out of ten shipmasters would probably ing off for good, and every opportunity was taken adrift, as it was impossible to save them, the ships have thought it a waste of time to stop and advantage of to catch whales. On the 28th, fine being so crowded. On the 16th, the last beats, examine her condition. But his humane course weather and light variable winds. On the 29th, crews were taken on board, and the wind blowing has saved the life of one person, whose gratitude light southwest winds, which freshened towards the strong from NW, they weighed anchor and steered to no words can express. If the passage of the atter end of the day, setting the ice in shore so fost | SW, it having been agreed between the Captains of | stemmer has been a long one, caused by constant that some of the ships were caught in the pack. the ships to proceed to Plover Bay, and there get head winds, compelling her to deviate from the water and wood to last them on the passage to the usual course, it is a satisfaction to know that an Here they anchored in from 3 to 4 fathoms Sandwich Islands. This was done by five of the all-wise Providence directed the winds and water the ice coming in and the small ice packing ships, the Arctic, Progress, Midas, Lagoda and guided the helm and led to the rescue of a human being, who had existed for 109 days, literally without bread and water, and endured sufferings which few mortals could survive. The facts given in this parrative should teach shipmasters never to pass a wreck without ascertaining, if possible, whether any persons remain

> In conclusion, Captain Hopken desires me to express his heartfelt thacks to Captain Bennett, Dr. Woodbridge and Mr. Beals, who so kindly narsed him, and to the passengers on board the Moses Taylor, who have contributed so liberally to his wants

HENRY M. WHITNEY, Passenger.

The following paper was prepared by Captain Hopken Sept. 10th, on board the brig, to be left in case no one survived. It gives the list of crew and passengers :

American brig Shelehoff, of San Francisco, was waterlogged on the 3d of July, 1871, in a harricans, lat. 16° north and long. 117° west. Was affoat till Sept. -. This was written on the 10th Sept., 1871. 70 days at sea.

Capt. Luder Hopken, Master, San Francisco; Mate, T. Johnson, of Schleswig Holstein; Second Mate. James MacCarley, Port Petrice, Migdonshire; Steward, Phillip Dann, San Francisco. Seamen-Levedore Police, Rebusto Sicilia, Mitchell Velago, Bajerro Lewis Nessen, Flensburg, Germany. Cabin Passengers-Ashley Crane, Charles Davis, San Francisco papers copy); Bartholmew Clawell, native of Charleville, Department de Sardenso, (France ?) Written on heard the brig Sheleboff, Monday, Sept

Crew, passengers and officers beg to send this to San Francisco, California, and publish in the papers In the Nautical Almanac were found the following entries : July 3d, Cyclone ; vessel waterlogged. Sept. 6-Andrew Larssen died.

18-Lewis Nessen died. " 22-Bart, Clawell died. " 21-On the wreck 80 days; 92 days from Saturday, Sept. 30-We are on the wreak 80 days Monday, Oct. 15-165 days on the wreek. All hands

dead, except the Captain and one passenger-Crane-

A CARD.

Hosoner, H. L. October, 1871. To Capt. N. T. Bennett, of S. S. Meses Taylor : Dran Stu -I desire by this the only means in my power, to return to you my sincore and beartfelt thanks for the Christian charity and great gallantry reasures for the safety of their crews, in case they whether any record could be found respecting shown by yourself, your officers and crew, in rescuing her. The sea being quite rough, the brig lurched me from a deplerable and hopeless position upon the wreck of the brig Shelehoff, upon Wednesday, October 19th, 1871, after I had given up all hopes of life, having already passed one hundred and eight days upon the waterlogged wreck of my vessel, and seen one after another, my crew and passengers perish of thirst or exposure.

took me from the wreek, and also all your officers for Rest assured Sir, that I shall never, while I live,

forget your kindness to me, and I hope that your future life may be as successful and fortunate as you

I remain Sir, with sincere gratitude, your obedient LUDER HOPKEN. Late Master of brig Shelehoff.

For SAN FRANCISCO. The Fine Packet Bark,

益 D. C. MURRAY, 益 P. P. SHEPHERD Master. Will sail for the above port on Saturday, :::::::: 0et. 28. For freight and passage, having superior accomm

dation for Cabin and Steerage Passengers. Apply to WALKER & ALLEN, For Sydney and Melbourne

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Hart Henry Houston W F

Heyden Asa T Teanc Jardin Christopha Johnston James B Johnson James R luss Francis Iones Capt Robert

Keegan Luke Kibbling Mrs F Lehman Mrs Jan Lowland Capt B : Luscomb Charles Lapham Eyra B Lesy Pancoel Lee Rev J B 31 Matther Egbert Maryin Capi Uso F Markin S F McKens John Maysard F Matto-Signira Mendenga Joan Mello Francisco de Medeiros James Mideices Lais Mans Wes McLaughtin M. II. Manda Care George F Mathias Manuel on Bri Mc Mide Stephen Mendona S. II.

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Silva Automo de Sor Silva Prancisco Sorra Manori de

Watta James Wood Robert A S A. P. BRICKWOOD,

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LEGAL NOTICES.

SUPREME COURT OF THE HAWARIAN NIEL MONTGOMERY, late of Humbells, Surposed, umbers in the Court Womes, Montdook, Surface Ston, A.

pared Honolulu, H. I., this little day of theather, A. D. 1872. ALFRED S. HARTWELL, Attest: Jun E. Bannar, Separa Clerk. 45 like

SUPREME COURT OF THE HAWAHAN THANDS (Balls, 188—Nectober Trents, A. B. 1871. All UN. Libsiliant for Diverse, we DOS ATHERS M. ACREST. In the above controlled Libia for Privaries, it is now assistant, that a decree of diverse From the found of institutions in secret in favor of the said Ab Un, of the reason of admiracy of the said D. M. Achtil, to be made absolute after the expressions with the terms thereof, unless sufficient cause shall appear on the contrary.

CIRCUIT COURT, Set Judicial District,
10 AWAHAN ISLANDS, In Chambern Edicit of F.
A. OUBINOT, of Labales, Mani, dorsand, On reading and
filing the Petition of P. H. Treededy and H. Disheston, Enscenars under the Will, of the Editic of Fr. A. Outlinea,
of Labeton, decreased, downing that it is recomment to sell the
float Beate of said decreased in solice to pay the delice opstanding, and praying that they may be suffered to said the
float Deate of fixed by Labeton, Hant, known on the Outline
Frentiest, containing about 12 forces, those of load:
Tentiest, containing about 12 forces, those of load:
The containing about 12 forces, those of load:

IN CHAMBERS, 2d Judicial District, 30.
WAITAN ISLANDS. Entries of Z. ATURN, of Beers, Mani, deceased. On reading and They Application of Mosco, Balles & Co., of Hendeler, their as Kommerteine to surprise of my the islands of Thunday Lyons, of Huma, Mani, corresponding to the street of Thunday Lyons, of Huma, Mani, corresponding to the Thunday A. Do, and the same to hereby appropriate the time for hearing the said Application at the Court Same, in Huma, Mani, at which time and place all persons interested may appear and show cause if any they have, why the and cell on school is not be greated.

N CHAMBERS, ad Judicial District, Hi-WAIIAN ISLANDS. Knots of THOS. SHEEL, of La-hains, decessed. On reading and thing peritting of the Moon spaces, Fr. of Labarus, Almaniciation of the Ratate of The Lahatna, Qct. 26, INTL. ARR. FORNANDER, 41-24 Circ. Judge 26 Jud. Doors. II. E.

Supreme Court, Hawaiian Islands

JOHN KOII UNAUNA, of Labaina, Mani, having resigned his beaum as a Practi-tioner at Law, on the 14th day of September, A. D. 1871.

It is hereby undered that the same be accepted and that publication be usede of the same in the Homesons Gazette and Ke Au Olion newspapers, with further natice that said J. K. UNAUNA is no longer autho-

By order of Cours, WALTUR R. SEAL. Honolalu, Oct. 20th, 1871.

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